THE LOSS OF THE SHIP ST. PATRICK ON THE BARNEGAT SHOALS

ANOTHER VESSEL ASHORE ON LONG BEACH. ADDITIONAL PARTICULARS OF THE DISASTERS.

From Our Special Reporter.

BARNEGAT, Dec. 22, 1854. The ship St. Patrick is another vessel added to the list of those lost on the much dreaded shoals of Barregat. Very little hopes can be entertained of ber ultimate safety, as at this season of the year acrtheast storms are very frequent and violent, so that it will be a miracle, from the present position the ship hes in, if the ever gets off. The night on which the disaster occurred was, strangs to say, quite clear and bright on shore, but tuick and foggy at sea. The wind on the land was blowing from the northwest, while the officers of the St. Patrick declare it to have been blowing from the northeast, off shore, rendering navigation on this creaded

coast any thing but an easy matter.

The St. Patrick, commanded by Capt. Whitman, sailed from Liverpool on toe 15th ult., with an assorted cargo of goods, and four hundred and thirtyfour passengers, and encountered very favorable weather until within a hundred miles of her destination, when it became foggy and equally. On Paceday night, between the hours of 5 and 6 o'cluck, be fore it had become quite dark, the passengers and even were thrown into a great state of alarm by an unexpected concussion, which shook the vessel from stem to stern, and was immediately followed by others in quick succession. To the repeated inquiries of the pusengers as to their situation and prospect of safety Caut. Whitman assured them there was no imma diste danger, and that, in all propability, the ship would be got off in a few hours, if they would assist the crew in throwing overboard the cargo to lighten the ship. While the passengers and creswere engaged in this task, gone were fired and rockets reat up by the officers to summon assist-sace from those on store, as well as from several small vessels that had been seen a short time previenely in the immediate neighborhood of the ship. About twenty minutes after toe ship struck the shoels, the dehing schooner Empire State, attracted by the signal guas of the vessel in distress, came longside and tendered assistance to Capt. Whitman, who requested them to stay alongside until the next morning, it being impossible to remove the passengers that night on account of the intense cold, the thermometer being nearly down to zero. The request was readily acceded to by Capt. Griffin, who dropped anchor between the St. Patrick and the shore, and remained there until morning. The smack Albert Haley, Capt. Keeny, next bore up to the assistance of the St. Patrick, which was quickly followed by the Ned Buntline, the Statesmen, the George Moore, and the King of the Porest. The masters of all these vessels, (which had been codfishing in the immediate neighborhood of the Barnegat Shoals,) readily offered their assistance to Capt. Whitman, who engaged them all to take off the passengers the next morning. And accordingly, on Wednesday morning, the emigrants were all safely stowed away, with the most valuable persion of their luggage, on board these little crafts, which, after a successful run, succeeded in effecting the landing of their cargo at Staten Island, on Thursday morning.

Having safely disposed of all the passengers, the

sext step of Captain Whitman was to use the most strenuous exertions to save the ship. Communica-Sion was had with the beach, and a line was made fast on shore. Captain Jennings, the wreck master sta-Moned on Long Beach, boarded the ship, and tendared all assistance in his power to save the vessel. A large quantity of the cargo was thrown overboard, which had the effect of easing her a little. All sails were set on Wednesday, and every possible enertion made to get the anny off. The vessel, under the powerful influence of wind and tide, worked to the south about two nundred yards, but this did not even her danger above, for she maily owne to a halt on the outer bar, and commenced to thump heavily. The hull being sounded, the ship, it was found, had been leaking hadly, as there was some five or six feet of water in her noid. All hopes, therefore, of getting the ship off until steam pumps and seamboats should arrive from New York to her mustance, were at an end.

On Friday the sails and light spars were taken down by order of the Captain, who had but httpe hopes of ever saving the vessel. The crew, tired of heing on board a stranded ship so long, and deprived of all comfort, began to get quite dissatisfied about this time, and so turbulent were they toat A large quantity of the cargo was thrown over-

of all comfort, began to get quite dissatisfied about this time, and so turbulent were they that Capt. Whitman was obliged to send toam to New York in the schooler Comstock.

On Friday evening, assistance, in the shape of a steamboat arrived from New York. The fitan, having in tow a lighter, with steam-primp on board, came alongside about 4 o'clock P. M. The carrowas then discharged as fast as possible on board was then discharged as fast as possible on board vessels sent for that purpose, and everything any propagate for a last effort to save the good on single. The spot where the St. Pastick now lies is three miles south or Barnegat Inlet, and not far from where the fill-fated Fowhatsn was dashed into a thousand fragments, with the loss of every socion board, over three hundred in number.

The bay between the main land and the beach is at present frozen over, and only navigable at a point

The bay between the main land and the beach is at present frozen over, and only navigable at a point to the northward of the inlet. The weather since the going schore of the St. Pairick has been very known be to the; the wind blowing very gently from the westward, allayed the surf so as to render communication from the ship to the beach quite easy. In fact, the weather ever since the ship struck the shoals has been as auspicious as could be desired. A TOPSAIL SCHOONER ASHORE AT THE INLET. Reliable information was received of the stranting

of a topsail schooner belonging to Nova Scota which had been 52 days out from the West Indie. The name of the vessel our informant could not bern. The captain passed through Toms' river, on Friday night, on his way to New York. He stated that he had been fifty-two days out from the West that he had been fifty-two days out from the West Indies, that he had been on the coast about 22 days, during which time the cold has never to the knowledge of the master been so intense. In the gale that detained the schooner off the coast, all her sains were blown away, and new ones which had been put up by him met with the same misfortune. On Thursday night one struck on the Barnegat Shoais, not har from the inlet; the deck load, consisting of log-wood, was immediately turown overboard, but with no favorable effect. She is loaded with oranges, rum, and hides. The oranges will be entirely worth hem. All her sails having been blown away, it will be necessary to have a steamboat sent down to her assistance, even though she should be got off. There is no insurance on the schooner.

Life Saving Efforts on the Sew Jersey Shore.

LIFE SAVING EFFORTS ON THE NEW JERSEY SHORE. From the frequent fatal ship wrecks on the New Jersey shore, Congress thought fit during the page sent session to pass a bill, "An act for the bette preservation of life and property from vessels ship wrecked on the coasts of the United States? In creasing the numbers of government station nonsessalong the coast to double their former number. This important bill provides for the establishment of three station houses at spaces of five miles spart all slong the coast. The act will be found in another

along the coast. The act will be found in another part of this day's peper.

By this important movement the station houses on the different beaches along the coast of New Jersey, will be increased doubte fold. The Cape May county beaches, about forty miles long, win have eight station houses. Absecting peach, about ten miles in length, two; Brigantine beach, about ten miles long, we; Tacker's beach, about four miles long, one; Long beach, constituting the Barnegat shoals, twenty miles in length, four station houses; island beach, ten miles long, two; said from this point up to Long Branch, a distance of about twenty miles, four houses will be established.

Each of these different station houses are to be provided with file boots, life care, and apparants for conveying a line from the stranded suips to be

conveying a line from the stratded ships to the store, consisting of mortars of sufficient calibrations to built a me across the built awars of a vesselove ball a mile from store. The new piece of ordinate has many advantages over that of the one forme has many advantages over that of the torner need. Experiments were made, a start time as at the Washington Navy Yard, which resulted visatisated rely, the ball and rope being torown a distinct of the hundred and firty yards. The was a face hall now about to be put in use is 9 bs. 12 a Already surveys have been made along that has add it is negled before the firms of Jennary that

rangements will have been purfored. The vate in pertance of these avaicon nouses can be appreciated when our minds are drawn to the tearful souther by not place on the New Jersey coast when the Wellish, Auburn, John Minturn and Postundo wen.

wrecked, with the loss of an immense number of lives, the greater portion of which could have been saved had the necessary prevautions been laken by our government to establish station houses along the benches for their rescue when misfortene had unluckily cast them upon this wild and dangerous coast. No expense should be spared to render these precautions as perfect as possible, when the lives and property of our fellow men are in imminent this. We only woncer that this matter has been neglected so long, when so many awful varyings have been more manifest. But now that the life saving bill has passed, we ho, e the government will not be tardy in the completion of this all important work, for we do not know when a receition of one of these awful shipwre ks we have mentioned above may unexpectedly occur. may unexpectedly occur.

THE LATEST FROM THE WRECK. The steaming Titan, from the wreck of the ship St. Patrick, arrived yesterday in the city. The Captain reports that when he left her, on Saturday night, she had bilged, and the tide ebbed and flowed in her. Lighters were alongside taking out the

flunicipal Affairs-[From the Sunday Atlas, Dec. 24.] TEE MAYOR ELECT—THE NEW ALDERMEN AT DIN-

cargo, and the steam pump was in operation,

It is beginning to be generally believed that the Hesorable Fernando Wood is destined to prove a little the best chief magistrate our city was ever bessed with. That he possesses talent, firmness, energy, activity, independence and infusing—the great essentials for an efficient Mayor—in a much greater degree than has been evinced by any of his needecessors, since the days of De Witt Clinkon, will not be questioned by any one who has the pleature of the nequalistance. He is a man of indominable energy, unsonquerable perseverance, and remarkable segacity, all of which will be available to the cuty in his otherage of the very stedious and unjortant dates assected to him by his fellow contracts, as their executive of shis great metropolis. He is emphatically the man for the time, or we have grossly over-estimated his pacety, and totally inheconstrated his past nonlineal heaters.

Our Thursday evening last, all the members of the Board of Aldermen elect, with those of the present lears who bod over for the next year, were invited to meet the sayor elect in secial consertion, at his residence in Second avenue. The invitation was responded to by the appearance as the entertainment of all but four of the grathems invited; and as the eighteen City Fathers, thus collecter, gathered around the festive board of his Honor, step presented as perfect libraration of the "Happy Family." There were the utira "reformers," the "one an whige, the "art an "art" whig reformers, and the underguised democrats, all comminged to gether in most amiable mood, while there eat before them a noot boundful supply of every desirable creature comfort, including generous and sparkling finids, calculated to inspire eloquence and promote a free interchange of honest sentiments. Under such circumstances, could an alderman be otherwasthan happy? Could he refrain from casting aside, upon such an occasion, the aspertities of party strife, to eater mot, and administration of public affairs. After the dibles were disposed of, and the subject of the defec

quisite for the proper government of such a city this.

Mr. Wood, in response to a congratulatory toast. made a frank avowal of the principles and policy he should pursue in discharge of the guises of the Mayoraity, which met the cordial approbation of his aldermanic guests and completely capitrated the reform alderman of the Eighteenth. He declared that he should enter upon his public duties with clean hands, perfectly unrammelled, and with a deposition to enert his utmost abilities to serve the interests of the city. He should go into offica a perfectly independent man, having no private burners to approve his attention, and no selfish ends a perfectly independent man, having no private bu-siness to engress his attention, and no selfish ends to achieve. He should endeavor to do his duty faithruly, and he should look to the Commos Coun-cil to sustain him in all his laudable efforts to pre-

faithfully, and he abould look to the Common Council to sustain him in all his laudable efforts to premote the public good.

He particularly called the attention of the Aldermen to the confused state of the city ordinances, and the almost impossibility of determining what were really the laws that now govern our municipality, bince the revised ordinances were adopted in 1845, they have been amended and repealed so often that really nobody can tell what there is left of the original or what has been substituted for the portion repealed. The necessity of the "codification" of the city ordinances and of the State laws applicable to the city, and their publication in one volume has been admitted by all parties for years, and yet it has never been done. Mayor Wood appeared to the city ordinances and of the State laws applicable to the city, and their publication in one volume has been admitted by all parties for years, and yet it has never been done. Mayor Wood appeared to the common Council would give their attention to this subject immediately upon its organization. This matter was referred to a special committee, consisting of Aidermen Mott, Lord, and Wakeman, in January last, and the Alderman of the Nineteenth has been stirring them up for a report all the year. Like all the reform measures the reformers proposed, this proposition, although enforced as one of the most important matters before the Board, has been allowed to 'die out." The next Board, having got rid of three of the loudest moubled reformers that floated into power upon that humbug, will have a little better opportunity than the present to work out some good for the public, and we trust that a thorough revision of the city ordinances will be one of the first duties assumed.

After a pretty thorough discussion of the sfla'ra

a little better opportunity than the present to work outsome good for the public, and we trust that a thorough revision of the city ordinances will be one of the first duties assumed.

After a pretty thorough discussion of the affa'rs of the city, with an evident disposition on the part of all present, to unite in an effort to restore the municipal government to a healthy and economical condition, the Aldermen severally took their leave of the distinguished host, all evidently man gratified with the entertainment, and with the opportunity that had been thus afforded them to interchange their views on public matters and cultivate friendly and social relations with each other, in such an agreeable manner. This very social re-union of the "City Fathers" at the testive board of the Mayor eact, augurs good for the people, and indicates that the acrimony of party strife is not to be allowed to interfere with the operations of the city government for the ensuing year. It also indicated on the part of the Chief Magistrate, a disposition to cultivate the most friendly relations with the legislative power; and evinced a corresponding desire on the part of the Aldermen, to reciprocate his commendable efforts to secure their good will and cordial co-operation, in the measures he designs to propose for the public good.

Mr. Wood is evidently determined to be a practical magistrate. He will enforce the laws and ordinances fearlessly, we anticipate, indiging from some incidents that have come under our observation since his election. To lilustrate what we mean by a practical magistrate, we will relate an incident that have come under our observation since his election. To lilustrate what we mean by a practical magistrate, we will relate an incident that occurred with him last week. He was riding down Broadway in an omnibus, when he observed, opposite the Metropolita Hotel, a horse attached to another vehicle, fall upon the pavement. A number of gentlemen from the sidewalk rushed into the street to render such assistance as wa

weemed to amaze the delinquent exceedingly. Mr. Wood had walked about two blocks from the scene of the above narrated droumstances, when he heard somebody trotting on behind. Presently he was tapped on the shoulder, and looking up, he recognized the policeman he had been questioning, very much out of breath.

"Halle!" said he, "aint you the man that asked me my rame just now?"

"Yes, and want of that?" asked Mr. Woo'.

"Nothing, only I want to anow why you asked my rame."

my rame."
"Well," said Mr. Wood, "I shall not sell you."
"Then," said he, "I should like to know you:

name."
"What do you want of my name?"
"I want to know who you are? You saked me my name and wrote it down, and I insist you shall tell.

"I want to know who you are? You asked me my rame and wrote it down, and I insist you shall tell me yours."

'Very well, sir," said the Mayor; "I am perfectly willing you should know. My name is Fersando Wood."

That name was a "stunner"—the poor devil immediately altered his tone, and, making a very a-kward attempt to applopies for his rudeness, he permitted the Mayor to pass on, without further interruption, while he, perhaps, commanced ruminating upon the probable result of his first interview with Mayor Wood. We imagine he will find out, soon after the first of Jananry, what Mr. Wood meant, by writing his asme in a book!

Poheemen, look out! The "Big Bosa" is around, and he will be sure to "spot" every man he hads negigent of duty.

the treitent above related is an actual occurrence, and we refer to it merely as an illustration of the attentive and persevering manner in which we are timpate Mr. Wood will perform the duties of Mayor. We have no idea that the humbug Perham will be permitted to maintain his vulgar transparency in the middle of the sitewalk, opposite his premises, two days after Fernando Wood is Meyor. If the Street Commissioner cannot keep the streets and sidewalks clear of nulsances and obstructioner, we venture to predict that ms Honor the Mayor will.

MAYOR'S APPOINTEENTS.

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MAYOR'S APPOINTMENTS.

It seems to be generally understood that Colonel as Mayor's clerk, under the administration of Manayor Wood. It is also understood that Mr. W. H. Stephens will be continued as Mayor's marsoal, and that Mr. Hinchman, the marshal's cierk, will be retained in his piace. Mr. Elmonds will also be continued as Chamberlais of the city. It is not yet known whether there will be any change in the effice of Health Commissioner. Dr. Miller is an experience and valuatio efficer; but many of the friends of the Mayor elect are clamorous for the principle of "rotation in office," and the e will one strong effort made to induce him to appoint some other democratic physician in his place. Dr. Miller is a sound and reliable democrat; but he holds a fat and commonately office, and be need not be at all surprised if others shall make an effort to step into his shoes, upon the expiration of his present term. Mr. Harris, the cierx to the Health Commissioners, and Captain Bill Wiley, the impector of vessels, both democrate, may naturally expect to find a hottof hungy fellows on their tract, and they will be forsulate if they "save their bacon."

COMMISSIONER ERLING'S APPOINTMENTS.

forsunate if they "save their bacon."

COMMISSIONER ERLING'S APPOINTMENTS.
It is said, and we gness, truly, that the Commissioner of Streets and Lamps elect, will appoint Morgan L. Mott as Soperintendent of Streets—Mathias Gooderson, Superintendent of Markets, and James Dewey, of the Thirteents ward, Superistandent of Lamps and Cas. These are decidedly good appointments, and we apprehend the Board of Aldermen will not hesitate to confirm them promptly. Mesers. Mott and Gooderson are democrats, and Mr. Dowey a whig.

a whig.

THE CORPORATION ADVECTISING.
[From the Sunday Deparch.]

After about six ments labor, the present Common Council succeeded in perfecting a plan by which to enlighten the people as to what was transpiring in and around the City Hall; or, in other words, to do the corporation advertising in the more widely circulated of the daily papers published in cur city, instead of confining it to party organs without circulation. To secure this publicity to the doings of the different departments into which our city government is divided, it was to be expected that it would cost semething more than the city has city government is divided, it was to be expected that it would cost semething more than the city has beretofore paid to have the service performed. No one supposed that papers having circulations ranging from twenty to fitty thousand copies would advertise for the same amount of money that the same number of papers would, whose aggregate circulation was less than haf that of the flakallo alone. Still, as the corporation was to get increased services at such prices as must make the advertising obeaper, in proportion to the circulation given, even though the amount of money required would be considerably increased, the people very generally approved of the new plan, especially as they were all to get an insight into the corporation proceedings.

From the report of the Comptroller, made to the Board of Councilmen hast week, on this subject, however, we begin to doubt wheeher the hopes of the people are to be realized. Mr. Flagg, it appears, has decided that a paper with a small circulation is cheaper at two and a half miles per line for each thousand copies circulation, than one with a large circulation at two mills per line for each thousand copies circulated in the c. y! According to this rule, if the Comptroller was in want of dry goods, and could make good use of a hundred yards of muslin, he would, nevertheless, buy from a man who offered to sell him ten yards at sixteen cents a yard, in preference to patronizing a rival who offered him one hundred yards at ten cents a yard, because the first offer only required \$1 60 in cash, while the laster would cost \$10 00. This illustratization of our worthy Comptroller's dinanciering tration of our worthy Comptroller's insnotering and connomy, as shown in the advertising business, is not very creatable to his reputation. He will say so himself when he comes to look at his report, as it

is not very creditable to his reputation. He will say so himself when he comes to look at his report, as it appears in print.

Besides his blunders in this respect, it also appears from his report that he selected two German papers. One of them, the Nace Vork Demokrat, claims a city circulation of 7,000 coptes, and offers to do the work at two and a half mins per line for can thousand of its city circulation, and is selected; while the New York Herand, a paper printed in the language of the country, offers to take these advertisements at two mills per line for every thousand of its city circu ation, and is rejected. Why? Because the Herand has 40,000 circulation, and its bill will amount to more at two mills a line than the 7,000 of the German paper at two and a half mills! This is carrying out the object of the resolution of the Commen Council with a vengeance. Instead of hencitting and enlightening the people, we are to pay the city's money for keeping them in the dark—to offer a premium to for eigners to remain as an iso ated class among us, instead of learning our language and becoming a part and parcel in this greet American Republican Empire. Whatever Mr. Fig., may have cone in other respects, (we must give him the credit or doing many good things), we must take exceptiors to his way of awarding the acceptions to the word awarding the acceptions to accept the Common Council will send the matter back to him, with directions to readvertise, and see if he remote do a little better next time.

THE DEPARTMENT OF REPAIRS AND SUPPLIES-COMP-

THE DEPARTMENT OF REPAIRS AND SUPPLIES—COMPTROLLER FLAGG.

[From the Sunday Mercury.]

Mr. Comptreller Flagg, sided and abetted by the lights of the "cisy reform" movement, and backed up by that tremendous luminary and poor man's friend, vide the Plaintield and Lehigh county backs.) the Nun cally newspaper, has been waging, for the past month, a desperate war on the Department of Repairs and Supplies, and its commissioner. Mr. E. B. Purdy. We have no desire to interfere in any movement having in view the surfication of the different departments of our municipal government; but when, as in this case, the object is sought to be accomplished by abusing a city officer for matters over which he has no control, we deem it but just that the public should be made aware of the Grosmstances.

commendable efforts to secure their good will and cordinal co-operation, in the measures he designs to propose for the public good.

Mr. Wood is evidenty determined to be a practical magnificate. He will enforce the laws and output mances fearlessly, we anticipate, judging from some incident that have come under our observations are made and the same subject with wondern that cocurred with him last week. He was riding down Broadway in an omnibus, when he observed, copesite the Micropolitan Hotel, a horse attached to another vehicle, fall upon the pavement. A number of centeren from the sidewalk roshed into the street to render such assistance as was necessary, will be a big policeman, with his star conspicuously upon his breats, stood looking on, perfectly unconditions are not of the stood of a store, absorbed in reading a newspaper, and to be stood of the stood of a store, absorbed in reading a newspaper, and to be stood of the stood of th Mr. Alfred Carson, the chief engineer of the fire

action on the matter, the Commissioner has no discretionary power vested in his hands.

The Sun of last Monday contained two advertisements, taken verbarim from the National Democrat, one of which contained a typographical error, and the other, from appearances, had been "pied" in the press room. These were made the subjects of tresh attacks on the Commissioner; attacks about as well founded as if we were to abuse every business man whose advertisement was wrongly printed in the Sun through the error of a compositor or the negligence of a proof reader. Such warfare will have no weight with the public, and easnot help the dying cause of the would be "refinmers" in their effect to cievate next fall one of their own clique to the head of the Repairs and Supplies Department.

help the dying cause of the would be "retrumers" in their effort to esware next fall one of their own cliquet to the head of the Repairs and Supplies Department.

Judge Beebe gave a very fereible and cutting illustration of the candie-end saving pelicy of Mr. Fingg a few evenings ago. The Court of Sessions, being about to adjourn at an early hour for the want of a candle, one of the lawyers in the case on trial wanted to know wnether a requisition on the Computeller would not produce the desired article. The Judge replied that it would require two witnesses to certify that the candle was actuatly needed and need, and cost two cents, and then three days would have to elapse before the bill could be paid. What was then said is actually the case. Everybody who has performed abor for the city during the two years past, or has had dealings with the finance department, tells the same story—worried and fairly beaten out by the coat temptible quibbing of the chief officer in that department, they have submitted to any imposition in order to free themselves from his cuttches. As we said before, we have always endeavoured to expose official mesconduct and peculation in the different departments, and have co-operated in every movement insuitated for securing proper and substantial reforms; but when it is sought to screen the plexyuse system that the Comptroller has pursued by attacks on officials holding equally as prominent a pastion in the city government, or the errors of composition in proper and substantial reforms; but when it is sought to screen the pickyuse system that the Comptroller has pursued by attacks on the only of the press to interfere. Many valuable improvements can be made in the repairs and supplies department, or the errors of compositions in be died of the press of the cilipac continuation in the city government, or the errors of compositions in published and the first having policient. From all the circumstances it seems that on whole the cilipac circulation was lower than that of any other paper, a

Life Saving Efforts TO THE EDITOR OF THE HERALD.

The glad tidings of the passage by Congress of the bill for the establishing of life saving stations every five miles on the coast of New York and New Jersey, have come. Mr. D. K. Seaman, who is now at Washington attending to life-saving matters writes, under date of last evening, that the life-saving bill passed the House by a vote of 156 to 45— it had previously passed the Senate by a unani-mous vote. The rohowing is a copy of the bill:—

FOR THE BETTER PRESERVATION OF LIPE AND PRO-PERTY PROM VESSELS SMIPWRECKED ON THE COAST

FOR THE BETTER PRESERVATION OF LIFE AND PROPERTY FROM VESSELS SHIFWRECKED ON THE COAST
OF THE UNITED STATES.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress
assembled, That the Secretary of the Treasury be, and
he is hereby, authorized to establish such additional
stations on the coasts of Long Island and New Jersey,
for affording aid to shipwrecked vessels thereon, to
change the location of the existing stations, and to
make such repairs and to furnish such apparatus and
supplies as may, in his judgment, be best adapted to
give effect to the objects of this act.

SEC. 2. And be it further enacted, That the Secretary
of the Tree sury be, and he is hereby authorized to appoint a keeper, at a compensation not exceeding two
nundred coinsirs, at each or the stations to be established under the provisions of the first section of this
act, and a superintendent, who shall have the powers and
perform the duty of an inspector of the Customs for each
of the coasts therein mentioned, and to give said keepers
and superintendents proper instructions relative to the
duties to be required of them.

SEC. 3. And be it further enacted, That no boat shall
be purchased and located at any other point, other than
on the ceast of Long island and New Jersey, unless the
same be placed in the immediate care of an officer of the
government, or unless beneds shall be given by proper
individuals, living in the neighborneod, conditioned for
the care and preservation of the same, and its application
to the uses intended.

SEC. 4. And be it further enacted, That the Secretary
of the Treasury be, and he is hereby authorized to establish stations at such light houses as in his judgment
he shall deem best, and the keepers of such lights shall
take charge of such boats and apparatus as may be put
in their charge respectively, as part of their official
duties.

Mr. Hamlin, chairman of the Committee on Com-

Mr. Hamlin, chairman of the Committee on Committee on the Senste; Mr. Fulier, chairman of the Committee on Commerce of the House, and Mr. Skenton, member of the House from Trenton, New Jersey, have been indefatigable in this good work. The bull has been perfected on the seventh day of the seasion. The Hon. P. G. Washington, Assistant Secretary of the Treasury of the United States, has given to Mr. Sesman many facilities in the objects of his mission, and directed Lieut. Dahlgren, of the United States Navy, attached to the Ordnance department, to make experiments with a new mortar for throwing lines over wrecks. The experiment was made yesterday merning. The ball and rod were thrown to a distance of nine hundred and fifty yards—more than half a mile. The Hon. Mr. Skeiton, and the Hon. Mr. Stratton, attended with Mr. Seaman at the Washington Navy Yard, to see the experiment, Further experiments are to be made. The weight of the ball was nine pounds and twelve ounces. It is a matter of immanse importance on our shoal coast, when vessels ground far from shore, to throw the line to a much greater distance than has heretofore been practicable with the mortars in use.

December 1854.

Later from the Bahamas.

December 1854.

Later from the Bahamas.

[From the Charleston Courier, Dec. 21.]

By the British schooner British Queen, Capt. Sweeting, from Nassau, N. P., for Baltimore, which put into this port on Tuesday for provisions and water, we have been placed in possession of our files of Nassau papers to the 5th instant.

The Nassau Herald says that the House of Assembly has been further prerogued to the 6th of February next, when business will be proceeded with.

There was an excess of revenue to the amount of £203 l8s. 6d. for the quarter ending 30th September.

The Herald of the 25th witmo, says:—The schooner Vallonia, of and belonging to the port of Halifax, Nova Scotia, Swim, master, left this port last Tuesday for New York, with a carge of sponge, logwood, &c., and was wrecked at Whale tay, Berry Islands, on the same night. The master arrived here on Thursday evening, and reported that it was probable the vessel would go to pieces. A passenger from the bark Marival was accidentally shot by his companion on Sunday, the 20th of November, at Mathew Town, Inagua. The ball was extracted six hours after the accident, by Dr. Albury, and the unfortunate man died thirty-six hours afterwards. A coroner's inquest was held by Mr. Burnside. Veroit—"Jeath by the accidental discharge of a revolver pistol." The American ship Sunny Side, of New York, Wm. H. Adams master, was wrecked on the Bahama Rank, on Tuesday morning, the 28th ut.

She sailed from New Orleans on the 22d of Novem-

"Teath by the accidental discharge of a revolver pistol."

The American ship Sunny Side, of New York, Wim. H. Adams master, was wrecked on the Bahama Bank, on Tuesday morning, the 28th ult.

She sailed from New Orleans on the 22d of November, bound for Liverpool, with a cargo of 2,000 bales of cotton. On the morning of the 28th, at five o'clock, the ship suddenly struck, and there remained fast. Every exertion was made by the master and crew for three days and nights for saving the vessel, but their efforts proving unavailing, they, on the fourth day, took the assistance of several (nine) wrecking vessels, for the purpose of lightening the ship. It came on to blow during the night, when she bilged. About 1,200 bales have been saved dry, and brought to Nassau by the wreckers. The master and crew were compelled to leave the vessel on Monday morning, the 4th instant, as it blew so hard and the sea broke over the ship. At this time the water was over the lower deck. The wrecking vessels were obliged to take shelter under the Edding Rocks. The ship was of 72d tons burthen, and but nine months old.

We understand that every effort was made to get the vessel off, which proving unavailing, the Captain took the assistance of the wreckers to lighten the ship, but as it came on to blow fresh, the ship was forced still higher on the reef and bilged.

It is expected that the greater portion of the balance of the cargo will be saved in a damaged state.

The crew arrived in this city on Tuesday, in the British Queen.

We understand that there is no sait at Turis Islands, and that the demand for it at linguage probably exceeds the quantity on hand. Fifteen vessels required cargoes, of which six had been loaded, the remaining nine were at langua on the 27th ult. There is no sait at any of the other islands.

There is still a deplorable deficiency of laborers, and much loss of all has been the consequence. It is estimated that about one-turd of the whole quantity raked was destroyed by the rains at the close of the season.

Abou

FINANCIAL AND COMMERCIAL.

During the past week nothing has occurred of

MONEY MARKET. SUNDAY, Dec. 24-6 P. M.

particular importance in the financial world. The stock marker has been comparatively quiet and free from violent fluctuations. Money matters have not naterially improved, and the banks do not appear disposed to let up the pressure in the slightest de-gree. The returns for this week will be made on Tuesday. The line of discount will not show any variation of consequence. It is expected that the amount of specie on hand will be larger than previously reported. This will afford no relief to the money market, or tend in any way to the restoration of confidence. It is the impression of many that after the holidays there will be a revival of trade, and immediate preparations for the commencement of the spring's business. To a moderate extent such will be the case, but not sufficient to create much activity. The financial difficulties under which the entire country is now laboring are too deep rooted to be eradicated at once. It requires time and economy to make up for past extravagance, and it would be the heighth of folly to suppose that the first favorable indication was a guaranty of returning case and prosperity. The re-covery must be gradual to be sound and healthy; and any sudden expansion on the part of the banks, or in credit in any way, would produce a relapse that would retard the progress of liquidation to a very serious extent. Our only hope is in tion to a very serious extent. Our only hope is in a steady adherence to the present policy. Any deviation from the present policy of our banking institutions would be attended with fatal consequences. There is, however, very little danger of any change. Sciepreservation is the strongest inducement for them to continue the proper course, and there is no doubt but that their very existence deceared when a general liquidation. There who depends upon a general liquidation. Those who watch the course of our banking institutions can judge pretty correctly of the course of trade and prices. There is no better barometer, and it is free to all. There can be no mistake about the effect of an expansion or contraction. We do not mean those made from week to week, but those made for a lengthesed period, one way or the other. We have no other guide but the movements of our banks, and the causes producing these movements; and those who are governed by them will always be prepared for any emergency. There is a time to out sail, and a time to take in sail, and those who watch closely the elements do both in season. It is difficult to take in sail when all is apparently fair and favorable; but it is best to make everything mng while it can be done without loss or danger. Keep an eye on the banks, and follow their example-expand and contract as they do. If done in season it will be a safe operation. Saturday was a hard day among the merchants

The payments of three days were compressed into one, Monday being Christmas.

There were no shipments of specie from this port last week, and the amount in the sub treasury at

the close of business yesterday was two millions of dollars less than at the close of the week previous. The Nicaragua Company will not pay any dividend

to the stockholders on the lat of January, 1855, but we are informed that the company has made this year, clear of expenses, about one million of dollars, which has been expended in paying off indebtness of the company, in paying a dividend to the stockholders in July, in settling claims of Mr. Vanderbit, in adding to the property of the com-pany two ocean steamers, several lake and river steamers, in furnishing and equipping its road from Virgin Bay to the Pacific, and in patting all its steamers in complete order. By referring to the company's report of July last it will be seen that the net receipts of its business for the first six months of this year were \$820,000; and as the not receipts of the first six months of the coming year will without doubt largely exceed those for the cor-responding period the present year the stockhold-ers may hope for a large dividend in July next. The ocean steamers, the lake and river boats, the road from Virgin Bay to the Pacific Ocean, the depots, landings, ways, stations, shops, machinery, coal on hand and affoat, now belonging to the com-pany, cost \$2,800,000, which is equal to \$35 per share for the capital stock of the company, exciusive of the rights and franchises granted by the Nicaragus government to the company, which is not thought to be over valued at \$1,000,000. Holders of the stock have full confidence in the management ander the presidency of Charles Morgan, Esq., and will quietly wait for a dividend until such time as Under the present administration nothing is lost by

delay or postporement.

For the week ending Saturday, December 16, the shipments from the Cumberland coal region were small. The amount transported during that period from the whole coal region is 8,159.15 tons, and since the first of January last, 640,364.15 tons, of which 490,131.13 tons were transported over the Baltimore and Ohio Railroad, and 150,233.02 tons descended the Chesapeake and Ohio canal. It is stated that notice has been given by the pro-

per parties to the holders of that class of debts of the Chesapeake and Ohio Canal Company, which stand deferred to the mortgagers heretofore given to the State of Maryland, known as scrip, bonds is sued for scrip, bonds and acceptances to creditors, balances due contractors, &c., that the President and Directors have authorized the consolidation and conversion of said claims, where the holders may desire it, into a registered debt and interest of said company; for which certificates will be issued on presentation and delivery of the evidences of such debts at the office of the company on and after the first day of January next. The interest accrued on said claims will be computed to the 1st of Janua-ry, 1855, and embraced in the certificate issued, from which date the principal sum only of said cer. tificates will bear interest.

tificates will bear interest.

The Mount Savage Iron Company have suspended operations at Mount Savage, in the rolling mills nd surnaces.

The committee of the Council of Boston on the reduction of the debt or that city, reports that the consolidated debt of the city on the 20th day of Reduction \$215,570 45 The amount of means on hand on the 20th day of

Total.....\$1,400,682 88 The means on hand at this date, December 20, 1854, are-

December, 1853, was-

Net gain on the debt...... \$49,495 24 The annexed statement exhibits the gross receipts of several railroad companies, during the month of

November, this year and last:-

RAILEOAD RECEIPTS-NOVEME	om, 1858 AN	D 1854."
November.	1853.	1854.
Erie Railroad	. \$461,263	\$491,492
Harlem	70,644	84,404
Norwich and Worcester	28,447	25,882
Baltimore and Ohio	122.042	347,871
Macon and Western	26.073	27,678
Obio and Pennsylvania	73,530	128,120
Virginia and Tennessee	11,062	20,520
Stonington	23.972	22,178
N. Y. Central	456 942	566,896
Cleveland and Pittsburg	40,550	62,678
Pennsylvania Central	246,145	277 407
Collection Collection Collection	2017/1/20	400
Total	61 181 005	\$2,040,078
		92,040,010
Prop A.		

The increase in the aggregate of these companies has been about seventeen per cent. Only the companies in the list-Stonington and Norwigh - show a decrease in November this year, compared with

The arnexed statement exhibits the quantity and

22, 1854, distinguishing the destination and extent of shipment to each place:-COMMERCE OF THE PORT OF NEW YORK-WHEKLY EXPORT

Cetton bals, 3,28c, \$127,805 Hops, bales. 24
Four, bbls.1,507 8,156 Apples, bbls. 52
Corn, bus. 81,574 7e,440 Rags, bales. 40
Feet, fres. 628 17,486 Logwood, ins. 100
Facon, bs. 133,628 10,805 Lard eil, gat.4,200
Fauter. 11,011 1,546 Nails, kegs. 3
Cheese. 85,850 8,428 Rice, tres. 13
Lard. 4,60,558 44,760 Oat meal, bbls 72
In Tallow 1,75,828 22,189 Serap steel, cs. 89
Middles. 23,266 1,480 Sh'ks & hbds. 59
Fobacco, hbds. 165 17,335 Staves. 4,000
Rosin, bbls. 1,188 3,670 1,309 350 293 .\$365,265 LONDON.

40,855 Rosin ... 902

18,277 Plns, needt's ... 1

23,225 Oil pepperm't. 53

22,149 Shelis, casks . 6

9,690 Skius, cases ... 12

8,243 I. R. goods ... 6

5,219 Wax, lbs ... 4,900

13,820 Bladders, csks 12

7,630 Glass, cs ... 23

15,825 Essen'loils, cs 16

800 Seods ... 21

5,850 Paint mills, bx 2

3,999 Carriages, pk. 4

360 Stayes ... 7,340 1,725 6/7 7,378 1,424 2,873 171 980 710 Flour, bbls. 4,605 Neur, bhis. 4,605 Wheat, bu. 9,477 Beof, trs. 797 Pork, bhis. 1,428 Bazon, lbs. 81,900 Cheese 77,686 Lard 48,663 Tobacco, hhds. 82 188,33,574 Hors. b. 1,092

2,400 7,500 3,600 320 200 940 862 Hops, ba...1 092 Oficake, tons. 418 Charcoal, hhds 117 Copper ore,cs. 101 Lea. cloth ... 45 . \$295,111

Cotton, bales 250
Flour, bbls . 6
Rye, bushels 8,668
Rye, bushels 8,668
Logwood, tns. 40
1008in, blla. 1,851
Total...

ROTTERDAM.

\$9,768
Sp. turp. bbls 235
66
Whaleb'e,lbsl,004
Haleb'e,lbsl,004
Coins, box. 1
143
Cedar, logs . 349
Staves, No. 5,000
3,702

ottons, bs. 360 orn, bus. 3,198 hr. ore, bbls 100 ag. ap's, cs. 2 Seeds, cs. 4 l. R. goods. 7 Hardware. 4 Books, &c. 2 Clocks. 2

S250 Whiskey, bbls 68	\$1,470
71 Rosin, bbls. 38	94
119 Plank. 600	1,400
182 Oars. 150	142
1,323	321 Total

WATERFORD. Staves......41,000 \$3,525 Cotton, bls.. 228 \$9,669 Flour, bbls.. 300 \$2,509 Total.....\$12,178

.\$17.256 | lour, bbls. 700 | 66,825 | Cheese, lbs. 1,112 | codish. lbs 32,000 | lork, bbls. 100 | 1ish. 227 | 902 | Tobacco, bales 50 | Lard, lbs. 1,441 | Soft Hagging, pcs. 71 | Hams. 620 | Butter. 260 | 46 | Safe. 1 | Lead, rolls. 5 | Rice. 50 | Cheese, lbs. 1,112 | 1,280 | Soap, boxes. 190 | Lard, lbs. 1,350 | Candles. 20 | Soft Hagging, pcs. 71 | Hams. 620 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 5 | Soft Hagging, pcs. 71 | Lard, rolls. 71 | Lard, rolls. 72 | Lard, rolls. 72 | Lard, rolls. 73 | Lard, rolls. 74 | Lard, rolls. 74

Flour, bbls... 900 \$5,625 Metal, bars... 260
Pork... 82 2,207 Flax.... 140
Hams, lbs... 4,014 236 Tobacco, lbs.l,110
Hutter... 1,349 335 Millinery, cs... 3
Lard... 15,505 2,056 Basin bbl. 104 830 192 543 3,083 274 800 1,037 750 400 2,000 70 816

Hats, cs.... 55
Furniture, bx 31
Telegraph ap. 2
Plaster, bbls... 200
Leather, cs... 24
Bristles, cs... 1
Books. .\$84,591

PORTO RICO.

\$576 Furniture, pk. 43
546 Bread&Cr. bbl. 207
312 Hardware, cs. 31
1,216 Ploughs... 14
3,225 Carriage... 1
705 Tobacco, hds. 5
64 Ditto, lbs... 3,280
685 Carnmeal, bls. 95
609 Machinery... 240
175 Pepper, bags. 8
66 Flour, bbls. 150
125 Shooks, hds. 45,592
247 Boards, ft. 101,584
54 Other articles — Cheese, lbs. 8,240
Butter. 3,082
Hams. 2,757
Lard. 10,761
Codfish. 104,739
Fork, bbls. 55
Beef. 8
Potatoes. 180
Onions. 190
Soap, boxes. 152
Oats, bbls. 25
Fish. 75
Fepper, bags. 25
Faper, reams. 200
Candles, bxs. 395
Total \$90 327 824 151 270 251 228 442 8,028 112 1,462 3,137 1,847 Total....

AUSTRALIA. \$100 Lobsters,bxs. 178 1,806 Cement, bbls. 200 3,643 Oakum, bales 200 3,509 Books, box. 1 400 Lumber,ft.505,247 261 Boots, bx. 1 \$100 Lobsters, bxs. 178 1806 Cement, bbls. 200 1,806 Cement, bbls. 201 1,806 Cement, bbls. 200 Cement, bbls. 201 1,806 Cement, bbls. 200 Cement, bbls .322,250

Total \$25,086 Flour, bbls... 600

Value of muke, exported during the week. \$1,274,607 This aggregate is nearly equal to the total value of imports during the corresponding period. Such an exhibit of our foreign trade, at this season, is something unusual. With the usual shipment of specie, the aggregate exportation for the week would have shown a very great excess over imports. We must soon look for an important increase in our weekly importations for the spring trade. Shipments of breadstuffs to European ports have

been praity active during the past week. value of certain articles exported from this port.

The nanexed statement exhibits the quantity and during the week anding and in lading Filday, Dec. value of certain articles, other than topign dry